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ANNUAL REPORT  
OF THE  
STREET LAYING - OUT  
DEPARTMENT



1903

HARVARD UNIVERSITY



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ANNUAL REPORT

OF THE

STREET LAYING-OUT DEPARTMENT

FOR THE

YEAR 1903



BOSTON  
MUNICIPAL PRINTING OFFICE  
1904

7 Nov. 1910

DEPARTMENT OF ARCHITECTURE  
HARVARD UNIVERSITY.

Gift of

Street Laying-Out Department  
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BOSTON, February 1, 1904.

HON. PATRICK A. COLLINS,

*Mayor of the City of Boston :*

SIR,— The Board of Street Commissioners present the following as the report of the Street Laying-Out Department, including a statement relating to public lands in their care, for the year ending January 31, 1904 :

Under the orders for laying out, widening, and extending streets, passed by the Board during the year, land to the amount of 246,014 square feet was taken for street purposes. Streets having a total length of 5,019.98 feet were made public ways. Under authority of the acts of the Legislature, for the assessment upon abutting property of the benefit derived by it from the laying out and construction of streets, there has been assessed upon thirty-three streets a total of \$797,302.53 and upon nine public alleys a total of \$11,243.53. For benefits of sewerage works assessments to the amount of \$113,124.31 have been made. The total of benefits assessed for streets, public alleys and sewerage works during the year is the sum of \$921,680.27.

The Board has issued seventeen orders of notice of intention to lay out, widen, relocate, extend, and discontinue streets or parts of streets calling for public hearings. It has considered seventeen petitions for street improvements. For the laying of sewers and surface drains there have been thirty-three petitions presented to the Board during the year. In the settlement of damages for takings of land, etc., for various



changes in the city's streets, 265 cases have been acted upon by the commissioners. Claims for damages for sewers and surface drains ordered have been settled to the number of eighteen. Under authority of the act empowering the Board to apportion assessments on parts of a divided lot, fifty-three assessments have been apportioned.

Under the provisions of the acts of the Legislature giving the Street Commissioners authority to take land for and order the construction of sewerage works, orders have been passed for the improvement and relocation of various natural streams or watercourses, and surface drainage has been supplied for territories needing it, as follows: *Dorchester* — Freeport-street brook, from Dorchester avenue, north of Freeport street; Davenport brook, northerly from Washington street, south of Fuller street; Oakland brook, from Randolph road to Bismarck street. At *Brighton* — Faneuil Valley brook, from North Beacon street to the Charles river. At *West Roxbury* — Roslindale branch of Stony brook, from Poplar street to Sycamore street.

Takings have been made for and sewers ordered built in the following private ways: In Back street and Hereford street, Northampton place, and a passageway in the rear of Wellington street. At *Roxbury* — In Bernier street, Pickering avenue, Kenwood road and Vila street. At *Dorchester* — In Astoria street, Buttonwood court, Bloomington street, Bearse street, Butler street, land between Cedar street and Sturbridge street, Claybourne street, Claymont terrace, Chipman street, Darling street, Elder street, Ferndale street, Fuller street, Greenhalge street, Graham court, Greenock street, Highland street, Johnston road, Levant street, Lauriat street, Mallet street, Medway-street extension, Northern avenue, Rich street, Rockdale street, Rockville street, Rosewood street, private land between Rosewood street and Rockdale street, Rosedale street, South Eaton street, Stockmeath street, Tileston avenue, Tebroc street, Vose street, Woodlawn avenue, Whitman street, Willow court, Whitfield street. At *Brighton* — In Jackson avenue. At *West Roxbury* — In Alder street, Auburn street, Brook street, Berry street, Birch street, Cypress street, Cornell street, Dudley avenue, Fresno street, Houston street, Linden street, Metropolitan avenue, Meyer street, Metcalf street, Orange street, Pond street, Roslindale avenue, Rexhame street, Springvale avenue. At *East Boston* — Addison street, Butler avenue, Boardman street, Farrington street, Kneller street, Montmorenci avenue, Trumbull street. At *Charlestown* — Arlington avenue.

Takings were made for the Talbot avenue branch of the high level sewer in West Roxbury, from Ashland street to Mount Hope street, in Lawn street, and in private land from Lawn street; also for an extension outlet for the sewer in Union Park street.

Sewers have been ordered built in the following public streets:

*Calder street*, West Roxbury, from Blue Hill avenue to Canterbury street.

*Gainsborough street*, from St. Botolph street to the railroad.

*Purchase street*, from Gridley street fifty-seven feet westerly.

*Q street*, South Boston, between Broadway and East Third street.

*South street*, between Kneeland street and Beach street.

*Tyler street*, between Kneeland street and Beach street.

The following is a list of new streets, with their lengths, laid out as public streets during the year:

## DORCHESTER.

	FEET.
Bernard street . . . . .	933.65

## WEST ROXBURY.

Belgrade avenue . . . . .	4,000.00
Temple street . . . . .	86.33
	<hr/>
	5,019.98
	<hr/>

The following are widenings made upon public streets during the year:

	Square feet of land taken.
Causeway street, city proper . . . . .	3,282
Erie street, at Dorchester . . . . .	159
Oakland street, at Dorchester . . . . .	2,102
South Huntington avenue, at West Roxbury . . . . .	250
Hyde Park avenue, at West Roxbury . . . . .	191,390
Dorchester street, at South Boston . . . . .	48,831
	<hr/>
	246,014
	<hr/>

Orders were passed for the discontinuance of a small piece of Erie street, and of M street and N street, at South Boston,

northerly from East First street. An order was also passed rescinding all previous orders relating to Franklin street, at Brighton, and laying out the street anew from Cambridge street to Lincoln street.

Rowe street, at West Roxbury, as laid out by an order of this Board of September 25, 1899, from Seymour street to Ashland street, was ordered constructed; and an order was also passed for the construction of Seymour street, at West Roxbury, as laid out by an order of this Board of September 25, 1899, from Brown avenue to Canterbury street.

#### CHANGES IN STREET NAMES.

An order passed by the Board February 11, 1903, changing the name of Dighton place, at Brighton, to Dighton street, was confirmed by the Board of Aldermen March 2, 1903, and will take effect under the provisions of the law governing the matter March 1, 1904.

An order passed by the Board February 11, 1903, changing the name of Wicklow street, at Brighton, to Vineland street, was confirmed by the Board of Aldermen March 2, 1903, and will take effect under the provisions of the law governing the matter March 1, 1904.

#### AUTHORITY GIVEN TO OPEN NEW STREETS.

Acting under the provisions of chapter 323 of the Acts of the Legislature of 1891, and acts in amendment thereof, the Board of Street Commissioners has during the past year given permission to the landowners to open the following private ways:

##### *South Boston.*

*Digby street*, from Summer street to Fargo street.

*Winfield street*, from West Seventh street to West Eighth street.

*Scott street*, from West Seventh street to West Eighth street.

##### *Roxbury.*

*Ulmer street*, from Arklow street to Walden street.

*Posen street*, from Arklow street to Ulmer street.

##### *Dorchester.*

*Whitten street*, from Dorchester avenue.

*Redwood street*, from Centre street to Whitten street.

*Clematis street*, from Centre street to Whitten street.

*Orchid street*, from Centre street to Whitten street.

*Althea street*, from Centre street to Whitten street.

*Palm street*, from Centre street to Whitten street.

*Greenwood street*, from Harvard street to Ruxton street.

*Brenton street*, from Greenwood street to Glenway street.

*West Roxbury.*

*Ripley street*, from May street to the Arborway.

*St. Rose street*, extended to the Arborway.

### ASSESSMENTS FOR LAYING OUT AND CONSTRUCTION OF STREETS.

Assessments have been levied for street improvements upon estates abutting upon the following streets:

STREET.	Order.	Cost.	Assessed.	Date of Assessment.
Malvern street.....	Aug. 6, 1897	\$4,991 10	\$2,495 55	Feb. 19, 1903
Esmond street.....	June 26, 1899	12,176 65	6,088 32	Feb. 26, 1903
Milk street.....	Mar. 21, 1901	12,881 11	6,190 55	Feb. 26, 1903
Angell street.....	Sept. 30, 1898	8,981 64	4,490 82	Feb. 19, 1903
Draper street.....	June 16, 1899	19,611 73	9,805 86	Feb. 19, 1903
Tremont street.....	Oct. 6, 1899	29,596 14	11,808 31	Mar. 4, 1903
Barry street.....	Sept. 1, 1899	41,411 92	7,877 46	Mar. 4, 1903
Boston street.....	Oct. 21, 1898	38,264 25	3,483 78	Mar. 4, 1903
Millet street.....	July 13, 1898	5,006 26	2,503 13	Mar. 10, 1903
Burt street.....	June 21, 1897	16,614 34	8,307 17	Mar. 4, 1903
Canal street.....	Aug. 10, 1898	24,114 55	12,057 27	Mar. 10, 1903
Cambridge street.....	July 17, 1899	86,568 03	19,522 67	Mar. 20, 1903
Belvidere street.....	Sept. 10, 1897	5,384 51	2,669 25	Mar. 27, 1903
Lauriat avenue (Ballou avenue to Norfolk street),	Apr. 27, 1899	10,279 51	4,440 12	Mar. 27, 1903
Orkney road.....	Oct. 14, 1898	9,010 29	4,505 14	Mar. 25, 1903
Charlestown street (Wash- ington street North).....	Oct. 12, 1898	696,673 16	212,229 00	Apr. 24, 1903
Corinth street.....	Sept. 25, 1899	41,431 58	4,073 44	June 12, 1903
Wordsworth street.....	Nov. 3, 1899	9,871 80	3,809 06	June 15, 1903
Westbourne street.....	Dec. 6, 1899	4,603 46	2,301 73	June 15, 1903
Hancock street.....	Nov. 15, 1899	71,196 05	9,826 85	June 22, 1903
Normandy street.....	Nov. 15, 1899	4,844 89	1,241 12	June 19, 1903
Perkins street.....	Sept. 25, 1899	22,264 99	6,203 84	June 22, 1903
Fairfax street.....	Aug. 19, 1901	3,537 39	1,312 84	June 19, 1903

STREET.	Order.	Cost.	Assessed.	Date of Assessment.
Homes avenue .....	Aug. 17, 1898	\$7,101 11	\$3,176 65	June 19, 1903
Geneva avenue .....	Sept. 7, 1895	38,689 41	5,337 75	June 26, 1903
Peterborough street.....	Nov. 16, 1896	187,264 87	85,457 94	June 26, 1903
Norway street.....	July 10, 1896	20,399 31	5,814 82	June 26, 1903
Turner street (laying out).	Nov. 16, 1894	16,827 00	8,413 50	June 26, 1903
Turner street (construction) .....	Jan. 29, 1897	12,691 78	5,847 61	June 26, 1903
St. Stephen street.....	Oct. 26, 1897	54,659 49	27,329 74	June 26, 1903
* Commonwealth avenue...	June 5, 29, 1895	222,574 77	54,282 69	June 26, 1903
* Lauriat avenue.....	Sept. 7, 1895	45,779 34	19,564 06	June 16, 1903
* Huntington avenue.....	Jan. 5, 1895	676,757 08	236,139 99	June 5, 1903
		\$2,461,559 46	\$797,302 53	

\* Reassessed.

### ASSESSMENTS FOR LAYING OUT AND CONSTRUCTION OF PUBLIC ALLEYS.

Assessments have been levied for the laying out and construction of public alleys upon estates abutting upon said alleys.

ALLEY.	Order.	Cost.	Assessed.	Date of Assessment.
Public Alley No. 415.....	Oct. 12, 1898	\$1,994 80	\$997 40	Feb. 19, 1903
" " 438.....	Oct. 13, 1899	3,258 74	1,629 28	June 15, 1903
" " 429.....	Jan. 15, 1900	2,787 08	1,393 48	June 15, 1903
" " 427.....	Jan. 15, 1900	1,499 04	749 42	June 15, 1903
" " 426.....	Jan. 15, 1900	2,810 32	1,405 09	June 15, 1903
" " 424.....	Jan. 15, 1900	2,923 90	1,461 87	June 15, 1903
" " 428.....	Jan. 15, 1900	2,013 09	1,006 48	June 15, 1903
" " 443.....	Oct. 19, 1899	2,885 44	1,442 70	June 15, 1903
" " 706.....	Sept. 11, 1901	2,315 78	1,157 88	June 15, 1903
		\$22,488 19	\$11,243 53	

The following payments were made for land damages and other claims on account of laying out, widening, relocating, and extending streets:

## STREET LAYING-OUT DEPARTMENT.

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Highways, making of . . . . .	\$96,137 43
Brighton . . . . .	13,381 20
Roxbury and West Roxbury . . . . .	60,377 24
East Boston . . . . .	102,823 59
Dorchester . . . . .	31,270 92
Rutherford avenue . . . . .	33,819 04
Dorchester street . . . . .	293,855 16
Hyde Park avenue . . . . .	67,155 21
Belgrade avenue . . . . .	38,862 73

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\$737,682 52

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Payments were made for land takings for surface drainage and sewers, under the provisions of chapter 426 of the Acts of the Legislature of 1897, aggregating \$13,206.47.

## EXPENDITURES.

*Salaries and other Expenses.*

Salaries . . . . .	\$28,962 92
Advertising . . . . .	733 02
Printing . . . . .	645 68
Stationery . . . . .	315 55
Carriage hire . . . . .	566 00
Telephone and messenger service . . . . .	451 92
Books and maps . . . . .	63 40
Office fittings . . . . .	53 80
Incidentals . . . . .	939 88
Estimates . . . . .	4,110 00

*Public Lands.*

Care tide-gates, King's mill pond land, one year . . . . .	\$100 00
Care Thomas-street School estate . . . . .	25 00
Taxes, Town of Hull . . . . .	\$46 17
Taxes, City of Everett . . . . .	17 00
	<hr/> 63 17
	<hr/> 188 17
	<hr/> \$37,029 84

The expenditures of the Surveying Division of the Street Laying-Out Department have been as follows:

Salaries . . . . .	\$43,702 11
Instruments and repairs . . . . .	41 40
Surveyors' supplies . . . . .	2,572 80
<i>Carried forward</i> . . . . .	<hr/> \$46,316 31

<i>Brought forward</i>	\$46,316 31
Stationery and printing stock	224 77
Printing	32 86
Books and maps	291 73
Travelling expenses	168 75
Car tickets.	1,132 50
Telephone	124 17
Office fittings	597 62
Incidentals	167 82
Advertising	191 28
	<hr/>
	<u>\$49,247 81</u>

## PUBLIC LANDS.

The following is a list of the real estate belonging to the city in charge of the Board of Street Commissioners :

<i>City Proper.</i>	Square Feet.
Description. Albany street, land opposite East Brookline street, Rented for \$100 a year.	1,074
Harrison avenue, land between Brookline and New- ton streets . . . . .	4,740

*South Boston.*

Gold street, land on southwest side, between A street and the New England Railroad . . .	1,100
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*Charlestown.*

Rutherford avenue, land on northeast side . . .	29,445
Small part of rented at \$12 a year. Remainder occupied by city departments.	
Elm street, land and building on southeast side, corner of Lincoln place . . . . .	3,397

*Roxbury.*

Ritchie street, land opposite the Marcella-street Home . . . . .	22,716
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*Dorchester.*

Gibson street, land on north side . . . . .	74,600
42,000 square feet rented to Sewer Division of Street Department at \$400 a year.	
32,000 square feet rented to Boston Water Board at \$300 a year.	
King's mill pond, so called, being that part of the bed of Tenean creek, or Smelt brook, between Mill, Exchange, Park, and Adams streets and Neponset avenue, about . . . . .	470,386

Square Feet.

Southern avenue, land on south side, between Bernard and Elmhurst streets . . . . . 4,335

*West Roxbury.*

Moreland street, land . . . . . 30,421  
 Thomas street, Thomas-street Primary School estate . . . . . 10,954

*Brighton.*

Western avenue, marsh northeast of Western avenue and northwest of North Harvard street . . . . . 10,890  
 Parkman street, land on southwest side of . . . . . 5,000

*Islands, etc.*

Great Brewster Island, Boston Harbor, about 16 acres.  
 Apple Island, Boston Harbor, about 9½ acres.  
 Summer and Pleasant streets, in town of Everett, old gravel pits . . . . . 20,700

## CONVEYANCES.

Under an order of the City Council, approved by the Mayor, September 30, 1903, there was conveyed to Francis W. Lawrence and Harry W. Wiggin, on October 28, 1903, a parcel of flats in Charlestown, north of Medford street, at Elm street.

Acts of the Legislature provide that the Board of Street Commissioners, at the request of the Schoolhouse Commission, shall take, by purchase or otherwise, such lands for school purposes as the Schoolhouse Commission, with the approval of the Mayor, shall designate, etc., and that the damage sustained by any person under such taking shall be determined by agreement between said Board and said persons, etc. Under these acts the Board have taken during the year the following lands :

LOCATION.	School.	From Whom Taken.	Date of Taking.
Scotia and Dalton streets.....	Mechanic Arts High School.....	Samuel H. Whitwell, Elizabeth Comer, Charles H. Bush, Abble A. Flint, Frederick B. Carpenter,	July 17, 1903
Paris, Marlon and Morris streets.....	New school.....	Florence F. Nolan, Mary Burns, Lewis Nolan, S. H. and R. Miller, Louis Sudhalter, City of Boston .....	
			July 23, 1903



LOCATION.	School.	From Whom Taken.	Date of Taking.
East Seventh and East Eighth streets.....	New school.....	Charles S. Judkins.....	July 31, 1908
Westville street.....	Additional taking..	Heirs of Ruben Green.....	Sept. 16, 1908
Norfolk avenue and Clayton place.....	New school.....	Charles G. Smith <i>et al.</i> , trustees.....	Sept. 16, 1908
Southern avenue.....	New school.....	Heirs of Caroline Jackson.	Sept. 16, 1908
Middle street.....	Ticknor school.....	C. B. Childs <i>et al.</i> .....	Sept. 16, 1908

During the financial year the following payments have been made for lands taken by the Board of Street Commissioners for school purposes :

Longfellow School :			
Charles H. Dow	.	.	\$7,825 00
Heath street :			
John Bleiler	.	.	22,929 00
Norman and South Margin streets :			
Francis R. Roberts	.	.	23,000 00
Old Gibson School :			
Martha W. Pratt	.	.	887 50
Eliot School :			
Mary A. J. Kennealy	.	.	32,000 00
James E. Moore	.	.	10,920 00
Ovsi Shapiro	.	.	9,400 00
Chapman School :			
Eliza Pratt and N. C. Richardson	.	.	5,400 00
Heirs of Cushing Barnes	.	.	5,500 00
Paris, Marion and Morris streets :			
Lewis Nolan	.	.	1,787 50
East Seventh street :			
Charles S. Judkins	.	.	12,710 06
Norfolk avenue and Clayton place :			
Charles G. Smith <i>et al.</i> , trustees	.	.	17,081 83
Ticknor School :			
Christina B. Child <i>et al.</i>	.	.	12,375 00
			<u>\$161,815 89</u>

#### SURVEYING DIVISION.

The work of this division was carried on during the year with practically the same working force as during the preceeding year, but a greater rate of progress was attained, due to the fact that during that period much time was lost in reorganization incidental to the reduction in the number of employees.

The present year saw no break in the force, no interruption in the service, and the parties were kept in the field constantly during the spring and summer, and as late in the fall as was expedient, resulting in the completion and filing of thirty-five sectional plans, and the accomplishment of a large amount of preliminary work for future filings.

The plans filed represent the development for a territory aggregating about 35,000,000 square feet, which is equal to half as much again as the combined area of Franklin Park and Franklin Field.

The territory was not, however, confined to any one quarter of this city, but was distributed among the parts of Boston formerly known as Dorchester, West Roxbury, Roxbury, and Brighton; the more extensive portions being carried on in the last mentioned district. The smallest amount was done in Dorchester, that being in the territory lying east of Franklin Field along Blue Hill avenue.

The area covered in West Roxbury was the practically undeveloped territory adjacent to Forest Hills and Mt. Hope Cemeteries and extending westerly to Hyde Park avenue, the widening of the latter to 80 feet during the summer, under a special act of the Legislature, becoming a somewhat important factor in the arrangement for a system of improvements for this district.

A smaller section lying south of Belgrade avenue and north of Bellevue avenue was a smaller field of operations for the work carried on in connection with the widening of the above named avenues, which was also made, under a special act, in August.

Two isolated sections of about 23 acres each, northwesterly from Spring and Baker streets, were included in the work of this year, and plans were made of them and filed.

As before stated, the major part of the work was done in Brighton, and was confined to a territory of about 300 acres lying west of Market street as far as Bigelow hill and from Washington street northerly to Charles river.

#### PLAN 5.

One second hearing was given during the year, on October 23, 1903, on Sections T 78, T 83, T 97, T 98, X 3, X 4, X 5, X 6, X 7, X 14, X 15, X 16, X 25, X 26, X 27, X 28, and X 33, as to the location, direction, width, and grades for the territory bounded approximately by Richfield, Olney, Bowdoin and Harvard streets, and Blue Hill avenue and Columbia road.

Plan 5 represents the central part of what was formerly Dorchester. It has from year to year received considerable attention in the studies for the undeveloped portion, and the larger part of the territory has been covered by plans which have been filed. Those filed this year (X 14 and X 27) represent a part of a small portion, along Blue Hill avenue, from McLellan avenue to the junction of Harvard street and Talbot avenue, which still remained to be treated.

The principal portion of X 14 lies west of Blue Hill avenue, and is covered by a part of Franklin Park. The remaining portion, lying east of the above named avenue, had been previously developed, so that the treatment here undertaken was practically confined to the readjustment of the existing street lines and grades, which has accordingly been done, and is shown in the filing.

Section X 27 also comprises a territory which has previously been developed. Blue Hill avenue divides it almost equally north and south. A part of the portion lying west of Blue Hill avenue and immediately southwest of Angell street had been subjected to a development, a part of which had been filed. The practical completion of it, shown in this year's work, is the introduction of a new street, 40 feet wide (No. 2081), which is projected from Angell street at a distance of about 200 feet southeast from Canterbury street, which runs northwesterly and parallel with the latter street to Austin street.

From Angell street, about 400 feet southeasterly from this street, a second 40-foot street (No. 1769) is shown, which also runs southwesterly, parallel with the above mentioned street (No. 2081), and terminating at another street of the same width (No. 1743), which is shown projected from street No. 2081 at a point about 200 feet southwesterly from Angell street. It continues from this point nearly parallel with Angell street, in a southeasterly direction, until, when nearing street No. 1769 a curve of about 200 feet radius is introduced, which bears the street in a southwesterly direction to the section line; eventually a future filing will show it extended parallel with Harvard street to Austin street. To develop the interior of the large block still remaining between street No. 1769 and Blue Hill avenue, a narrow way (No. 1744), varying in width from 10 feet to 20 feet, is introduced as a footway, the inaccessibility of the territory on account of its prohibitive grades making a provision for a vehicular way impossible, without the levelling of the entire knoll, the advisement of which is not deemed expedient. This way is projected from street No. 1769 at a point

about 125 feet southwest from Angell street; from this point it assumes a southeasterly course for a distance of about 100 feet; its direction is then changed by a sharp bend, at nearly right angles, to a southwesterly one, in which it continues for a distance of about 250 feet to another bend of the same nature, and from thence for a distance of about 150 feet to the end at street No. 1743.

On December 5, 1902, a hearing was held under chapter 210 of the Acts of the Legislature of 1898, on territory shown on Sections X 36 and X 45, and was in relation to the relocation of Bernard street (or Cemetery lane), showing a deflection westward so as to practically coincide with the easterly line of the Catholic cemetery, between Talbot avenue and the New England railroad. The changes were made in accordance with the petition, and the plans were refiled March 19, 1903.

On November 14, 1902, a hearing was held under chapter 210 of the Acts of the Legislature of 1898, on territory shown on Sections X 47, X 54, and X 55, and was in relation to a change of the grade for Stratton street.

The change was made in accordance with the petition, and a refileing of the plans was made on March 19, 1903.

The following is a statement of the work done during the year:

Plan from actual survey of one section, X 92; size 5 feet by 5 feet; scale,  $\frac{1}{250}$ . (Completed.)

Plan from actual survey of two sections, X 14 and X 27; size, 9 feet by 5 feet; scale,  $\frac{1}{250}$ . (Completed.)

Plan from actual survey of two sections, X 15 and X 26; size, 9 feet by 5 feet; scale,  $\frac{1}{250}$ . (In progress.)

Plan from actual survey of two sections, X 16 and X 25; size, 9 feet by 5 feet; scale,  $\frac{1}{250}$ . (In progress.)

Two sectional plans of Sections X 14 and X 27; size of each, 4 feet by 4 feet; scale,  $\frac{1}{250}$ . (Complete with grades.) These plans were approved by the Mayor, and filed December 31, 1903, with the City Engineer.

In this territory of about 45.92 acres covered by the above sectional plans there are comprised:

#### Public streets:

Number of streets	.	.	.	.	.	8
Length	.	.	.	4,790 ft.	=	0.91 mile
Area	.	.	.	353,450 sq. ft.	=	8.11 acres

New streets established, private streets adopted, and public streets proposed to be widened under chapter 323 of the Acts of 1891:

Number of streets . . . . .	7
Length . . . . .	2,360 ft. = 0.55 mile
Area . . . . .	77,000 sq. ft. = 1.77 acres

Totals:

Number of streets . . . . .	14
Length . . . . .	6,710 ft. = 1.27 miles
Area . . . . .	430,450 sq. ft. = 9.88 acres

Percentage of area of above territory, exclusive of parks, etc., absorbed by all streets, old and new, 33.4%.

In connection with the plans and other work enumerated above, the following work has been done:

Number of titles looked up . . . . .	628
Number of conveyances copied . . . . .	549
Number of plans copied from Suffolk and Norfolk Registries and elsewhere . . . . .	83
Number of deed tracings made . . . . .	6

#### PLAN 6.

Plan 6 represents that part of Boston, formerly Dorchester, lying west of Dorchester avenue and south of Codman street.

The particular section of this district on which progress has been made in the work during the year lies upon the southwesterly slope of what is known as Wellington hill. Southward, up to this point, in previous years work has been carried on extensively and many plans have been filed, and the filing of a plan this year covering a small territory of about 23 acres, bounded approximately by Blue Hill avenue, Almont street, Tileston avenue and Walk Hill street, accomplishes a purpose which is twofold, viz., the practical completion of the work on this district up to this point and the filing of the initial portion of a large tract of undeveloped territory of about 350 acres yet to be treated.

Studies have been made of this territory and have been submitted to the public at a second hearing, but the condition of a larger portion of it has been too unsettled up to the present time to prosecute work upon it to any great extent. It is to be hoped that it can be now vigorously carried on in the near future.

The plan filed (X 92) shows an extension of Tileston avenue at its full width (50 feet) from Hiawatha road to the section line; it will be continued through possible future filings for a distance of 1,600 feet, to connect with portions previously filed, and end at Oakland street, opposite Regent road. An extension of Mattapan street, from Tileston avenue northwesterly, is shown connecting with a portion previously filed.

The portion of Walk Hill street shown within the boundaries of this section is shown widened to 80 feet, the widening being placed upon the northeasterly side. The remaining streets, previously existing private ways, with a readjustment of lines and grades, have been introduced in the system.

One hearing was held during the year, under authority of chapter 210 of the Acts of the Legislature of 1898, on February 13, 1903, on territory shown on Sections X 89, X 90, Y 99, Y 100, Dd 1 and Dd 2, and was in relation to the relocation of street No. 1260, and a change of the previous system of development consequent upon the relocation and also upon the diversion of a large part of the territory to cemetery purposes.

The plans showing these changes have not been yet filed.

On May 25, 1900, a hearing was given under authority of the above mentioned act on territory shown on Sections X 82, X 83, X 84, X 85, X 96, X 97, X 98, and X 99, and was in relation to changes in location of streets lying between Fairmount street, Washington street, and Morton street, and streets lying on the southwest side of Morton street, between Oakridge street and Wilmington avenue.

These changes were made in accordance with the petition and the plans were refiled March 19, 1903.

The following is the statement of the work done during the year:

One sectional plan of Section X 92; size of each, 4 feet by 4 feet; scale  $\frac{1}{250}$ . (Complete with grades.) This plan was approved by the Mayor, and filed December 31, 1903, with the City Engineer.

In this territory of about 22.96 acres covered by the above plan there are comprised:

Public streets:

Number of streets	.	.	.	.	.	2
Length	.	.	.	1,680 ft.	=	.32 mile
Area	.	.	.	137,200 sq. ft.	=	3.15 acres

New streets established, private streets adopted and public streets proposed to be widened under chapter 323 of the Acts of 1891:

Number of streets	.	.	.	.	.	6
Length	.	.	.	.	4,080 ft.	= .76 mile
Area	.	.	.	.	170,200 sq. ft.	= 3.91 acres

Totals:

Number of streets	.	.	.	.	.	7
Length	.	.	.	.	5,110 ft.	= .97 mile
Area	.	.	.	.	307,400 sq. ft.	= 7.06 acres

Percentage of above area absorbed by all streets, old and new, 31 %.

Plans and profiles completed showing the grades of the following streets:

*Almont street*, from Blue Hill avenue to Walk Hill street.

*Mattapan street*, from Blue Hill avenue to Almont street.

*Hiawatha road*, from Blue Hill avenue to Tileston avenue.

*Tileston avenue*, from Blue Hill avenue to Hiawatha road.

*Dyer avenue*, from Blue Hill avenue to street No. 1770.

*Harvard street*, from Oakland street to Walk Hill street.

*Walk Hill street*, from Tileston avenue to Blue Hill avenue.

In connection with the sectional plans and other work enumerated above, the following work has been done:

Number of titles looked up	.	.	.	.	.	405
Number of conveyances copied	.	.	.	.	.	255
Number of plans copied from Suffolk and Norfolk	.	.	.	.	.	
Registries and elsewhere	.	.	.	.	.	25
Number of deed tracings made	.	.	.	.	.	6

#### PLAN 8.

This plan comprises the whole of that part of Boston formerly known as Brighton, and it was this district which received the most attention, and in which more extensive results were obtained during the year.

As stated elsewhere, the territory considered extended from Washington street to Charles river and from Market street, southwardly.

In all, there were sixteen plans filed showing a treatment of this practically undeveloped territory, to which it is to be hoped no objection will be made.

Speaking in detail of the system, and considering a part of the territory bounded by Market street, North Beacon street

and Charles river, the principal feature shown is a widening of North Beacon street to a uniform width of eighty feet, the widening being made entirely upon the northerly side.

Sections have been previously filed which show the widening of the street up to a point just east of Market street, the present year filing completing it for the entire distance from Cambridge street, at Union square, to Charles river.

Another important feature introduced into the system for a development is a 60-foot street (No. 1927) designed as a semi-boulevard, to be located about 150 feet from Charles river. Departing from North Beacon street at right angles, directly opposite Parsons street, it runs in a northeasterly direction through the grounds of the Brighton Abattoir, practically parallel with the course of the Charles river to Market street at a point directly opposite Western avenue, and forming with it one continuous thoroughfare from Central square (at City Hall) in Cambridge to the centre of Watertown, and thence by Main street, in that town and in Waltham, forming a connection with the main turnpike, or the Great Boston road to Worcester.

This street not only forms connection with this old way, but will provide a thoroughfare of over a mile in length in full view of the river, the western half of which will skirt its banks between two portions of the Metropolitan Park Reservation, forming a charming connection for the two, besides affording a natural boundary line for future additional acquisition along the river banks by the Park Commissioners.

The entire territory lying between Market street, the Boston and Albany railroad and Charles river, which includes, for the greater part, the grounds of the Abattoir, it is proposed shall be developed at some future time, and on the following lines:

From the boulevard running along the river bank, as above mentioned, will be projected a 40-foot street (No. 1932), departing from street No. 1927, designed to run parallel with and about 200 feet from Market street, for a distance of about 300 feet, when, by means of an easy curve, its direction is changed to a northwesterly one parallel with and 200 feet from Wexford street, and terminating at street No. 1931, and another 40-foot way designed to leave Wexford street, near Hillside avenue, running in a northerly direction to the river boulevard.

It is proposed to widen Hillside avenue 5 feet on either side, increasing its width to 40 feet. From Hillside avenue, street No. 1929 will run practically due west for a distance



of about 900 feet, when it is intercepted by street No. 1928, which departs from North Beacon street at right angles and runs to the river boulevard. From the junction of Market street and Wexford street, a 40-foot street (No. 1933) is introduced to run diagonally from the intersection and connect with street No. 1932, near the centre of its curve.

From Market street, street No. 2069 is introduced to develop the triangular piece of land lying between Wicklow street and the Boston and Albany railroad. The street is 40 feet wide and runs westerly coincident with the southerly line of location of the Boston and Albany railroad for a distance of about 250 feet, when it abruptly turns, and running south-westerly enters Wicklow street at right angles.

It is intended to make School street a 40-foot street by widening it 5 feet on either side.

The tract of undeveloped land lying between School street and Portsmouth street, Lincoln street and Market street, can be developed by including the already existing streets, No. 1886 (Lawrence place, No. 1885) and two 40-foot streets, the first extending from Market street to near Portsmouth street and the second extending the entire distance. This development makes the territory tolerably well divided into blocks, varying from 125 to 200 feet in width.

From the easterly side of Market street there are projected three 40-foot streets, No. 1883, No. 1882, and No. 807, which are parallel with North Beacon street, at intervals of about 200 feet. All of these streets are projected upon the grounds of the Brighton Stock Yards; the last mentioned (No. 807) will run directly in the rear of the old Albany House, and by the introduction of a slight curve its course will be so changed as to form a connection with Hichborn street.

The section bounded by Market street, Faneuil street, Parsons street, and North Beacon street is provided with a development the principal feature of which is a proposed extension of Faneuil street at a width of 70 feet, from a point about 500 feet northwesterly from Market street directly to the intersection of Market street and North Beacon street, thus obviating a dangerous abrupt connection with Market street at so bad a grade.

From this proposed extension of Faneuil street is projected a 40-foot street, No. 1889, which is shown as located practically midway between North Beacon street and Faneuil street; to be more exact, it is 200 feet from and parallel with North Beacon street, and keeping a northwesterly course crosses Goodenough street, and when at a distance of about 300 feet beyond this street a curve is introduced and the

street assumes a southwesterly direction as far as Parsons street, which it enters at right angles. Two hundred feet northwest and parallel with this street there already exists upon the ground a 40-foot street, here shown as No. 1891, and which leaves Parsons street nearly opposite Brooksedale road and extends to North Beacon street. From Goodenough street another street (No. 1890), 40 feet wide, will be projected to further develop this territory; this street runs westerly for about 400 feet, when a curve is introduced which changes its direction to one parallel with Parsons street, and so continues to street No. 1889, with which it connects at right angles.

The development of the territory bounded by Market street, Arlington street, and Faneuil street is shown by an extension of Arlington place from its present terminus, about 800 feet northeasterly from Sparhawk street, deflected somewhat by the introduction of a curve, to Faneuil street.

It is the intention to extend Parsons street from Arlington street in nearly a direct line to Faneuil street; that it may enter Faneuil street at right angles a slight deflection is made in its course just before reaching the same.

Mapleton street is shown extended in a direct line from Market street to Parsons street. From Market street at a point nearly opposite Garden street, street No. 2073 is projected to continue northwesterly to street No. 1924 (Arlington place extension).

One hundred and eighty feet from and parallel with Market street, street No. 1925 connects street No. 2073 with street No. 842 (Mapleton street extension). Sanderson place, a 30-foot street (No. 2074) departing from Faneuil street at a distance of about 325 feet from Market street, it has been thought best to retain with the addition of a provision for an extension to street No. 2073.

From street No. 1923, and 200 feet southwesterly from and parallel with Faneuil street, is shown street No. 1921, which is 40 feet in width and is designed to connect the first mentioned street with Parsons street.

Another 40-foot street (No. 1922) is located on street No. 1923 at a point about 190 feet northeasterly from Mapleton street extension, and runs from that street, leaving it at right angles, and by a series of curves and bends it assumes a general northwesterly direction, and terminates at Faneuil street nearly opposite Goodenough street.

A short street (No. 2071) runs from street No. 1922 and enters Parsons street about midway between Faneuil street and the bend in Parsons street, near Harriet street.

The larger area lying in this territory bounded by Parsons street, Faneuil street, Brook street and the Boston and Albany railroad has been recently fully developed by private interests, and many of the streets have been constructed and some built upon. It only remains to introduce street No. 1897 and street No. 1898, which depart from Parsons street, between Brooksdale road and Faneuil street, at practically right angles.

The first named street runs in a southwesterly direction from Parsons street, opposite street No. 1889, for about 230 feet, when it turns and runs southeasterly parallel with Allston terrace and a portion of Hobart street to Faneuil street. Street No. 1898 leaves Parsons street at a point distant about 190 feet southeast of street No. 1897, and running southwesterly to connect with street No. 1897.

The undeveloped tracts, included in the area bounded approximately by Parsons street, Washington street, Oakland street and Faneuil street, it is designed to develop as follows:

It is the intention to make Oakland street a 40-foot street, from Washington street to Faneuil street; the widening will be made upon the westerly side, from Washington street to the bend, and from the bend to Faneuil street it will be placed upon the easterly side.

It is also suggested that Oakland street be extended at a width of 40 feet, in a direct line from a point where an extension of Surrey street would intersect it, to Faneuil street, opposite Hobart street.

Surrey street is shown extended at its full width, from Foster street to Oakland street.

The portion of Bennett street lying northwest of Parsons street it is designed to extend at its full width, by a slightly deflected line, to Oakland street.

Arlington street is provided with widenings to be made upon either side, to increase its width to 60 feet, at which width it is extended in the same manner in which Bennett street is extended, and parallel with the latter to Faneuil street at its junction with Oakland street.

This is one of the principal features of the improvements suggested for the filings in this vicinity, for with Faneuil street and the extension to Arlington street, and thence by Arlington street and Sparhawk street to Washington street, and from here on over Warren street in this city and Winchester street in Brookline, we have a thoroughfare connecting Oak square with the Beacon street boulevard, thus affording the admirable means of diverting the light vehicular

traffic from the noisy and encumbered thoroughfares through a way practically as direct.

Harriet street it is designed to increase in width from 25 to 40 feet, and extend it at this width to Faneuil street at a point opposite Newcastle road; the widening is provided for the northeasterly side.

Street No. 1935 is projected from Faneuil street 200 feet southwest from Parsons street, and running parallel with that street to Harriet street.

From street No. 1935, at about 200 feet from Faneuil street, street No. 1936 is projected, and runs southwesterly, parallel with Faneuil street for a distance of about 300 feet, when a curve is introduced, changing its course, and permitting it to enter Harriet street at right angles.

From the bend in Oakland street, opposite Surrey street, a 40-foot street (No. 2015) is shown projected, which will run in a southwesterly direction, through a section previously filed, to Fairbanks street.

At a point about 200 feet farther south, a second 40-foot street (No. 1909) is suggested, to run southwesterly for about 260 feet, when a curve is introduced, which changes its direction to one which is nearly at right angles to the former, and so continues to Washington street.

At a point on Washington street, 200 feet west of Oakland street, another 40-foot street (No. 1911) departs from Washington street, and running parallel with Oakland street terminates at street No. 1909. Only the initial portion of these latter two streets are shown in the filing this year.

A widening of Faneuil street to 70 feet for its entire length has been provided. The portion shown by the sections filed this year is that which extends from Oakland street to a point about 800 feet northwest of Market street, where it is designed to deflect its course through the new street (No. 1740), shown projected from this point to the intersection of North Beacon street and Market street, the remaining portion of Faneuil street being left unprovided with a widening, the present width, considering the greater convenience of the newer street, will undoubtedly be found ample. The widening of Faneuil street is shown upon either side for its entire distance.

North Beacon street is provided with a widening to 80 feet, which will be made entirely upon the northeasterly side.

One hearing was held during the year under authority of chapter 210 of the Acts of the Legislature of 1898, on July 31, 1903, on territory shown on N 11 and N 30, and was in

relation to the elimination of the proposed lines of widening on Mechanic street, restoring it to its condition previous to the filing of the plans, January 31, 1894, and January 7, 1895.

The plans showing these changes have not yet been filed.

The following is a statement of the work done during the year :

Plan from actual survey of two sections, O 15 and O 16 ; size, 9 feet by 5 feet ; scale,  $\frac{1}{250}$ . (Completed.)

Plan from actual survey of two sections, O 25 and O 26 ; size, 9 feet by 5 feet ; scale,  $\frac{1}{250}$ . (Completed.)

Plan from actual survey of one section, O 17 ; size, 5 feet by 5 feet ; scale,  $\frac{1}{250}$ . (Completed.)

Plan for actual survey of two sections, O 6 and O 7 ; size, 9 feet by 5 feet ; scale,  $\frac{1}{250}$ . (Completed.)

Plan from actual survey of two sections, F 95 and F 96 ; size, 9 feet by 5 feet ; scale,  $\frac{1}{250}$ . (Completed.)

Plan from actual survey of one section, F 97 ; size, 5 feet by 5 feet ; scale,  $\frac{1}{250}$ . (Completed.)

Plan from actual survey of one section, F 84 ; size, 5 feet by 5 feet ; scale,  $\frac{1}{250}$ . (Completed.)

Plan from actual survey of two sections, F 98 and O 3 ; size, 9 feet by 5 feet ; scale,  $\frac{1}{250}$ . (Completed.)

Plan from actual survey of two sections, O 4 and O 5 ; size, 9 feet by 5 feet ; scale,  $\frac{1}{250}$ . (Completed.)

Plan from actual survey of one section, O 18 ; size, 5 feet by 5 feet ; scale,  $\frac{1}{250}$ . (In progress.)

Plan from actual survey of two sections, O 35 and O 36 ; size, 9 feet by 5 feet ; scale,  $\frac{1}{250}$ . (In progress.)

Plan from actual survey of one section, O 8 ; size, 5 feet by 5 feet ; scale,  $\frac{1}{250}$ . (In progress.)

Plan from actual survey of two sections, O 1 and N 10 ; size, 9 feet by 5 feet ; scale,  $\frac{1}{250}$ . (In progress.)

Sixteen sectional plans of Sections F 84, F 94, F 95, F 96, F 97, F 98, O 3, O 4, O 5, O 6, O 7, O 15, O 16, O 17, O 25 and O 26 ; size of each, 4 feet by 4 feet ; scale,  $\frac{1}{250}$ . (Complete with grades.) These plans were approved by the Mayor, and filed December 31, 1903, with the City Engineer.

In this territory of about 313.47 acres covered by the above plans there are comprised :

Public streets :

Number of streets	.	.	.	.	.	19
Length ..	.	.	.	.	25,400 ft.	= 4.81 miles
Area	.	.	.	.	1,195,510 sq. ft.	= 27.44 acres

New streets established, private streets adopted, and public streets proposed to be widened under chapter 323 of the Acts of 1891 :

Number of streets . . . . .	63
Length . . . . .	44,760 ft. = 8.48 miles
Area . . . . .	1,798,020 sq. ft. = 41.28 acres

Totals :

Number of streets . . . . .	77
Length . . . . .	61,610 ft. = 11.65 miles
Area . . . . .	2,776, 910 sq. ft. = 68.72 acres

Percentage of area of above territory, exclusive of parks, rivers, etc., absorbed by all streets, old and new, 23.3%.

Plans and profiles completed, showing the grades of the following streets, Oakland street, from Washington street to 26,000 feet west of State House :

*Arlington place*, extension from Faneuil street to street No. 842.

*Allston place*, from Faneuil street to Brooksdale road.

*Street No. 1897*, from Faneuil street to Parsons street.

*Street No. 1922*, from Faneuil street to street No. 1923.

*Street No. 1923*, from Faneuil street to Parsons street.

*Street No. 1934*, from Faneuil street to Arlington street.

*Street No. 1939*, from Faneuil street to Oakland street.

*Street No. 2074*, from Faneuil street to street No. 2073.

*Street No. 1937*, from Faneuil street to Harriet street.

*Street No. 1889*, from Faneuil street to Parsons street.

*Street No. 1921*, from street No. 1923 to Parsons street.

*Street No. 842*, from Market street to Parsons street.

*Street No. 1935*, from Harriet street to Parsons street.

*Street No. 2071*, from Parsons street to street No. 1922.

*Street No. 2015*, from Oakland street to 26,000 feet west of State House.

*Street No. 2073*, from Market street to Arlington place extension.

*Street No. 1882*, from Market street to 22,000 feet west to State House.

*Street No. 1883*, from Market street to 22,000 feet west of State House.

*Street No. 1885*, from Market street to Portsmouth street.

*Street No. 1886*, from Market street to Portsmouth street.

*Street No. 1933*, from Market street to street No. 1932.

*Street No. 807*, from Market street to 22,000 feet west of State House.

*Street No. 2069*, from Market street to Wicklow street.

*School street*, from Market street to Portsmouth street.

*Street No. 1925*, from street No. 842 to street No. 2073.

*Street No. 1925*, from Western avenue to North Beacon street.

*Street No. 1928*, from street No. 1927 to North Beacon street.

*Street No. 1929*, from street No. 1928 to Hillside street.

*Street No. 1931*, from street No. 1927 to Wexford street.

*Street No. 1932*, from street No. 1927 to street No. 1931.

*Street No. 1936*, from street No. 1935 to street No. 1937.

*Street No. 1891*, from Parsons street to North Beacon street.

*Street No. 1898*, from Parsons street to street No. 1897.

*Street No. 1890*, from Goodenough street to street No. 1889.

*Goodenough street*, from Faneuil street to North Beacon street.

*Oakland avenue*, from Oakland street to Washington street.

*Street No. 1907*, from Bennett street to Oakland street.

*Street No. 1911*, from Washington street to street No. 1909.

*Street No. 2078*, from Washington street.

One plan territory showing Commonwealth avenue, Warren street, Cambridge street, Washington street, Market street, North Beacon street, Sparhawk street and Brighton avenue, with position of base lines ; size, 10 feet by 5 feet ; scale,  $\frac{1}{1000}$ . (Completed.)

In connection with the sectional plans and other work enumerated above the following work has been done :

Number of titles looked up . . . . .	402
Number of conveyances copied . . . . .	246
Number of plans copied from Suffolk and Norfolk Registries and elsewhere . . . . .	39
Number of deed tracings made . . . . .	9

#### PLAN 10.

The work on this plan during the year, the result of which being shown in the sections filed, was in a territory consisting of about 90 acres in that part of West Roxbury known as Roslindale, and lying south of Belgrade avenue and east of Dudley avenue.

It had received quite a development at the hands of the owners of the property located therein, and had already been much built upon.

It was not, however, completely adequate, and that it might be embodied in the system under consideration numerous extensions and amplifications became necessary and were carefully carried out.

The work here done was closely allied to the improvement of Belgrade avenue which was widened during the year to 70 feet, from Corinth street, and extended at that width over Brandon street to Anawan avenue.

This widening with the incidental changes in the lines and grades of the connecting streets constituted the principal part of the work.

Among the minor improvements suggested may be mentioned the following:

Metcalf street is shown extended in a direct line and at its full width to Penfield street, the connection being made at the angles in the latter.

A provision is made for an extension of Amherst street, from Dudley avenue to Roslindale avenue; the street will, should the improvement be carried out, extend from Penfield street to the West Roxbury Parkway, and excepting a break in its continuity at Penfield street, will exist as an uninterrupted way from the latter street only to the Parkway.

Birch street is shown extended southwesterly from Dudley avenue for about 150 feet, when a bend at right angles is made and its direction is changed to a southeasterly one to meet the terminating portion of Metropolitan avenue, which lies southwest of Washington street.

Cohasset street is shown extended from Albano street to Dudley avenue, forming a continuous way from that avenue to Corinth street.

A provision is made to unite the two portions of Linden street now separated by a strip of private land lying on the south side of Penfield street, by extending the street across this strip to Penfield street, connecting the two parts; it will then form a continuous way from Belgrade avenue to Dudley avenue.

It is proposed to widen Dudley avenue to 50 feet from Washington street to South street, the widening being distributed about equally upon either side.

The portion of Washington street lying within this territory is provided with a widening to 100 feet, the widening here being shown entirely upon the westerly side.

The following is a statement of the work done during the year:

Plan from actual survey of two sections, Y 69 and Y 70; size, 9 feet by 5 feet; scale,  $\frac{1}{250}$ . (Completed.)



Plan from actual survey of two sections, Y 71 and Y 72 ; size, 9 feet by 5 feet ; scale,  $\frac{1}{250}$ . (Completed.)

Plan from actual survey of one section, Y 96 ; size, 5 feet by 5 feet ; scale,  $\frac{1}{250}$ . (In progress.)

Four sectional plans of Sections Y 70, Y 71, Y 72 and Y 69 ; size of each, 4 feet by 4 feet ; scale,  $\frac{1}{250}$ . (Complete with grades.)

These plans were approved by the Mayor, and filed December 31, 1903, with the City Engineer.

In this territory of about 91.82 acres covered by the above plans there are comprised :

Public streets :

Number of streets	.	.	.	.	.	9
Length	.	.	.	.	6,950 ft.	= 1.31 miles
Area	.	.	.	.	353,900 sq. ft.	= 8.12 acres

New streets established, private streets adopted, and public streets proposed to be widened under chapter 323 of the Acts of 1891 :

Number of streets	.	.	.	.	.	20
Length	.	.	.	.	15,660 ft.	= 2.96 miles
Area	.	.	.	.	493,060 sq. ft.	= 11.37 acres

Totals :

Number of streets	.	.	.	.	.	28
Length	.	.	.	.	21,010 ft.	= 3.97 miles
Area	.	.	.	.	846,960 sq. ft.	= 19.49 acres

Percentage of above area absorbed by all streets, old and new, 21.22%.

Plans and profiles showing the grades of the following streets :

*Amherst street*, from Dudley avenue to Bellevue avenue.

*Linden street*, from Dudley avenue to Belgrade avenue.

*Hovey street*, from Dudley avenue to Alder street.

*Fresno street*, from Dudley avenue to Alder street.

*Metcalf street*, from Dudley avenue to Penfield street.

*Birch street*, from Dudley avenue to Penfield street.

*Cohasset street*, from Dudley avenue to Albano street.

*Alder street*, from Bellevue avenue to Roslindale avenue.

*Auburn street*, from Bellevue avenue to Washington street.

*Atherton avenue*, from Albano street to Washington street.

*Houston street*, from Amherst street to Metcalf street.

*Otis street*, from Metropolitan avenue to Norfolk street.

*Street No. 2078*, from Washington street to Dudley avenue.

*Metropolitan avenue*, from Washington street to Kittredge street.

In connection with the sectional plans and other work enumerated above the following work has been done:

Number of titles looked up . . . . .	709
Number of conveyances copied . . . . .	343
Number of plans copied from Suffolk and Norfolk Registries and elsewhere. . . . .	40
Number of deed tracings made . . . . .	5

#### PLAN 11.

Plan 11 represents a portion of that part of Boston formerly known as West Roxbury, and is bounded by the West Roxbury branch of the New York, New Haven and Hartford railroad, Spring street, the town of Dedham and Needham, the city of Newton and the town of Brookline, and Allandale, Centre, Walter, Bussey and South streets.

The work undertaken here was of a slight nature, consisting of an area of about 50 acres, covered by two isolated sections upon which work was done to complete the development previously filed, the result this year being shown on Sections Z 50 and Z 91.

Z 50 is divided diagonally by Baker street, running southeast and northwest, the major portion of the section lying on the northeasterly side and within the boundaries of the St. Joseph Cemetery; consequently all the improvements shown were with the minor or southwesterly half, the nature of which was as follows:

The portion of Baker street here shown is provided with a widening to 80 feet, which at this point is entirely upon its southwesterly side, and is the continuation of the widening for this street, which has been previously shown from the Hyde Park boundary line to this point.

From the southwesterly side of Baker street, near the entrance to the Martin Luther Home, a 40-foot street (No. 1534) has been projected, which runs southwesterly over the location of the right of way for the water works of the town of Brookline. From this street another 40-foot street (No. 2031) is shown located 220 feet southwesterly from Baker street, running parallel with the latter to the section line, beyond which it will be continued in the same direction by a possible future filing for nearly three quarters of a mile, to Farragut street.

Section Z 91 is traversed near its northerly border by Gardner street, upon which a widening is shown for its northerly

side to eventually increase its width to 40 feet. Two hundred and fifty feet north of and parallel with Gardner street is shown projected street No. 1551, 40 feet in width, which is to depart from Gardner street and run southeasterly, and connecting with portions previously filed, continue to Baker street.

From Gardner street departs street No. 1534, which runs northeasterly and extends through sections previously filed to Farragut street.

One hundred and twenty feet easterly from and parallel with this street, another street (No. 2082), 30 feet in width, connects Gardner street with street No. 1551,

From Gardner street near the bend in same, street No. 2018 departs, taking a southwesterly direction to connect with an 80-foot street (No. 1800). This latter street, the larger part of which has been shown on former filings, and as stated in previous reports, is designed to be used in connection with the Metropolitan Park system in providing a bordering way for the reservation of the latter in this vicinity upon the banks of the Charles river.

One hearing was held during the year under authority of chapter 210 of the Acts of the Legislature of 1898, on October 23, 1903, and was on territory shown on Z 54, bounded approximately by Vermont street, Corey street, Montview street and Mt. Vernon street, and was in relation to a proposed extension of Whittemore street to Garfield avenue.

The plans showing these changes have not yet been filed.

The following is a statement of the work done during the year:

Plan from actual survey of one section, Z 91; size, 5 feet by 5 feet; scale,  $\frac{1}{250}$ . (Completed.)

Plan from actual survey of one section, Z 50; size, 5 feet by 5 feet; scale,  $\frac{1}{250}$ . (Completed.)

Plan from actual survey of one section, Z 51; size, 5 feet by 5 feet; scale,  $\frac{1}{250}$ . (Completed.)

Two sectional plans of Sections Z 50 and Z 91; size of each, 4 feet by 4 feet; scale,  $\frac{1}{250}$ . (Complete with grades.) These plans were approved by the Mayor, and filed December 31, 1903.

In this territory of about 45.92 acres, covered by the above sectional plans, there are comprised:

Public streets:

Number of streets	.	.	.	.	.	2
Length	.	.	.	.	2,030 ft. =	.38 mile
Area.	.	.	.	.	69,350 sq. ft. =	1.59 acres

New streets established, private streets adopted, and public streets proposed to be widened under chapter 323 of the Acts of 1891.

Number of streets	10
Length	5,210 ft. = .98 mile
Area	177,600 sq. ft. = 4.07 acres

Totals:

Number of streets	10
Length	5,280 ft. = 1.00 mile
Area	246,950 sq. ft. = 5.66 acres

Percentage of area of above territory, exclusive of parks, etc., absorbed by all streets, old and new, 24.7%.

Plans and profiles completed showing the grades of the following streets:

Street No. 2082, from Gardner street to street No. 1551.

*Pleasant avenue*, from Pleasant street to Chapin street.

In connection with the sectional and other plans enumerated above, the following work has been done:

Number of titles looked up	44
Number of conveyances copied	9
Number of plans copied from Suffolk and Norfolk Registries and elsewhere	2
Number of deed tracings made	1

#### PLAN 12.

A larger amount of work was done under this plan than under any other except Plan 8 (Brighton).

It represents a territory which is a part of West Roxbury, a part of which lies northwest of Canterbury street, between Hyde Park avenue and Walk Hill street. The major part of it, however, is situated between Walk Hill street and Bourne street, and extending southeasterly to Mount Hope Cemetery and along Canterbury street, from here westwardly for about a thousand feet as far as Ashland street. The group of sections in which the principal part of the work was involved consisted of Y 58, Y 59, Y 62, Y 63, Y 77, Y 78, Y 84, and Y 85.

Of these, Y 59 lies largely within the limits of the grounds of the Boston Insane Hospital, only a small portion, the southwesterly quarter on Walk Hill street, being subjected to treatment.

The development shown for Y 58 consists of the introduction of four 40-foot streets parallel with each other, streets

No. 1413, 1414, 1415, and 1416, which are projected at approximately equal distances of about 160 feet from each other, from Walk Hill street, just southwest of Canterbury street, to Bourne street. These streets are intersected about midway between Walk Hill street and Bourne street by street No. 1406, which is practically an extension of Eldridge road, which extends through this section to Canterbury street, and after crossing the same continues to Paine street.

The territory between Paine street, Canterbury street and Walk Hill street shows a development in the following manner: Four streets, 40 feet wide (No. 1488, 1489, 1492, and 2047), are suggested to be projected from Walk Hill street to run southwesterly nearly parallel with Paine street, and with one exception (street No. 2047) to terminate at street No. 1406 (Eldridge road extension).

Street No. 2047, however, it is proposed to continue beyond, and after intersecting street No. 1487 connects with Canterbury street.

Midway between Eldridge road extension (street No. 1406, and Canterbury street) it has been deemed advisable to suggest another 40-foot street (No. 1487) to depart from Paine street and running northwesterly parallel with street No. 1406 to an end at Canterbury street.

One isolated section (Y 45) is situated between Bourne street and Hyde Park avenue. It comprises a territory of about 23 acres, and is a continuation of a development previously suggested, the initial features being shown on the plans filed in 1901, and consist of a 40-foot street (No. 1402) which is located parallel with and 190 feet easterly from Hyde Park avenue. It is designed as an extension for Wachusett street, and continues through this section from Eldridge road to street No. 2060, another 40-foot way shown as extending from Hyde Park avenue to Florence street, and being about 80 feet northeasterly from and parallel with the Stony Brook location. Opposite street No. 2060, a 40-foot street (No. 2085) is projected from Hyde Park avenue at about right angles, and will run west to street No. 1491, also 40 feet wide, which is introduced to run along the Providence Division of the New York, New Haven and Hartford railroad, upon its southeasterly line of location.

About midway between Eldridge road and street No. 2060 a short 40-foot street (No. 1400) is located to divide the otherwise extremely long block in the development, and which will also connect street No. 1402 with Hyde Park avenue.

The portion of Eldridge road, shown in this Section near

its northern border is 50 feet wide. The street after crossing this section enters a territory no plan of which has yet been filed, but beyond this interruption it enters the field of the present filing at a reduced width, previous mention of which has been made in the description of the treatment of Y 58, etc.

The development west of Mt. Hope Cemetery, from Canterbury street to Ashland street, is accomplished in the following manner:

Street No. 2047, previously mentioned, is continued southwesterly from Canterbury street, crossing Section Y 63, and for a distance of about 400 feet, when it turns at quite a sharp angle, and running northwesterly terminates at the junction of Brook street and street No. 2059, a 40-foot street departing from Brook street and running directly north to Neponset avenue, entering it at right angles.

At a distance of about 200 feet west of street No. 2059 is shown another 40-foot way (No. 1976) which leaves Neponset avenue at right angles, continuing southerly for about 540 feet, when its course is changed to a southwesterly direction, running to street No. 1477, with which it connects at right angles.

A 40-foot street (No. 2048) is projected from Neponset avenue at the point where Peters street enter it, and runs southwesterly to enter street No. 2047 at a point 150 feet east of its junction with Brook street.

This street (No. 2048) is designed as a substitute for the easterly branch of Peters street, which will be abandoned; the westerly portion, however, is retained and is shown in street No. 1473.

This street (No. 1473) departs from Neponset avenue at a point about 275 feet west from street No. 2048, and will be 40 feet wide and parallel with street No. 2048 for about 250 feet, when by a bend its course is changed from a southwesterly to a southeasterly one, making connection with street No. 2048 at a point about 150 feet northeasterly from street No. 2047, which is practically midway between it and Brook street.

From the northwesterly side of Neponset avenue, at a point opposite where Peters street now enters it, a street 40 feet wide (No. 1475) leaves it, assuming a northwesterly direction eventually to terminate by a possible future filing in a suggested street (No. 2083).

This street (No. 1485) lies about 380 feet southeast from Catherine street and connects Neponset avenue with Bourne street.

Three 40-foot streets (No. 2054, 2055 and 2056) are projected at intervals of 200 feet from street No. 2047, which run parallel with one another to Canterbury street.

The large block still remaining northeasterly of street No. 2056 will be fully developed by the introduction of street No. 2058, which departs at right angles from street No. 2056, distant 200 feet from street No. 2047, and running parallel with the latter to Canterbury street.

Parallel with street No. 2054, and 200 feet southwesterly from it, street No. 1474 will run from Canterbury street to Brook street. A widening of 20 feet is shown for the southeasterly side of Brook street for its entire length, making it, when constructed under this system, 40 feet wide. A similar widening of 15 feet is shown for Lawn street, increasing its width to 40 feet.

Between Canterbury street and Lawn street the territory is divided about equally by the introduction of a 40-foot street (No. 1476) which connects street No. 1474 with Mt. Hope street. A slight widening is provided for either side of Mt. Hope street for its entire length, from Hyde Park avenue to Canterbury street, its width being increased to 50 feet; from this point (Canterbury street) to Mt. Hope Cemetery a widening is provided for the southerly side, the maximum width of the street between these points being placed at 40 feet.

The group of streets (Manning, Sutton, and Gilman) which had already been laid out upon the ground by private owners, and which had been partially built upon, were embodied in this system for development.

From the northwesterly side of Canterbury street there are projected, at intervals of about 200 feet, four 40-foot streets, all extending northwesterly, the first two south of Mt. Hope street (streets No. 1978 and 1979) to Hyde Park avenue.

These streets are intersected at nearly right angles by another 40-foot street (No. 1980), the same being what is practically a union of Bradstreet avenue widened and extended southwesterly and an extension of Hammatt road northerly.

The third street of the above mentioned group lying south of Mt. Hope street (Wiedemann street) extends northwesterly from Canterbury street as far as Stony brook, when a curve is made in the street, its direction being changed to due west, connections being made at right angles with street No. 1980.

A new street (No. 2034), the fourth of the above mentioned group, is shown projected from Canterbury street, nearly opposite Gilman street; the street runs in a north-

westerly direction and enters Hammatt road at a point opposite Hadwin way.

Hammatt road and Hadwin way, two already existing private ways, were embodied in this system for development.

Florence street, Bourne street, and Paine street are provided with widenings to 40 feet, Canterbury street with a widening to 60 feet, and Walk Hill street to one of 80 feet.

The following is a statement of the work done during the year:

Plan from actual survey of two sections, Y 59 and Y 62; size, 9 feet by 5 feet; scale,  $\frac{1}{250}$ . (Completed.)

Plan from actual survey of two sections, Y 63 and Y 78; size, 9 feet by 5 feet; scale,  $\frac{1}{250}$ . (Completed.)

Plan from actual survey of three sections, Y 64, Y 77, and Y 84; size, 13 feet by 5 feet; scale,  $\frac{1}{250}$ . (Completed.)

Plan from actual survey of three sections, Y 65, Y 76, and Y 85; size, 13 feet by 5 feet; scale,  $\frac{1}{250}$ . (Completed.)

Plan from actual survey of one section, Y 45; size, 5 feet by 5 feet; scale,  $\frac{1}{250}$ . (Completed.)

Plan from actual survey of one section, Y 58; size, 5 feet by 5 feet; scale,  $\frac{1}{250}$ . (Completed.)

Plan from actual survey of one section, Y 42; size, 5 feet by 5 feet; scale,  $\frac{1}{250}$ . (Completed.)

Plan from actual survey of one section, Y 44; size, 5 feet by 5 feet; scale,  $\frac{1}{250}$ . (In progress.)

Plan from actual survey of two sections, Y 56 and Y 57; size, 9 feet by 5 feet; scale,  $\frac{1}{250}$ . (In progress.)

Plan from actual survey of one section, Y 97; size, 5 feet by 5 feet; scale,  $\frac{1}{250}$ . (In progress.)

Ten sectional plans of Sections Y 45, Y 58, Y 59, Y 62, Y 63, Y 64, Y 77, Y 78, Y 84 and Y 85; size of each, 4 feet by 4 feet; scale,  $\frac{1}{250}$ . (Complete with grades.) These plans were approved by the Mayor, and filed December 31, 1903, with the City Engineer.

In this territory of about 229.60 acres covered by the above sectional plans there are comprised:

#### Public streets:

Number of streets . . . . .	9
Length . . . . .	15,580 ft. = 2.95 miles
Area . . . . .	675,760 sq. ft. = 15.52 acres

New streets established, private streets adopted, and public streets proposed to be widened under chapter 323 of the Acts of 1891:

Number of streets . . . . .	49
Length . . . . .	35,620 ft. = 6.74 miles
Area . . . . .	1,263,450 sq. ft. = 29.01 acres



**Totals :**

Number of streets . . . . .	52
Length . . . . .	40,550 ft. = 7.68 miles
Area . . . . .	1,685,060 sq. ft. = 44.53 acres

Percentage of area of above territory, exclusive of parks, etc., absorbed by all streets, old and new, 25.6%.

Plans and profiles completed showing grades of the following street:

*Street No. 1493*, from Hyde Park avenue to West Roxbury branch railroad.

*Hunter street*, from Hyde Park avenue to Florence street.

*Wyvern street*, from Hyde Park avenue to Florence street.

*Street No. 2054*, from street No. 2047 to Canterbury street.

*Street No. 1476*, from Mt. Hope street to street No. 1474.

*Street No. 2034*, from Canterbury street to Hammatt road.

*Manning street*, from Berry street to Gilman street.

*Hammatt road*, from Ashland street east about 800 feet.

*Wiedemann street*, from Canterbury street to Hammatt road.

*Street No. 1978*, from Canterbury street to Hammatt road.

*Street No. 1979*, from Canterbury street to Hammatt road.

*Street No. 2047*, from Walk Hill street to Stony brook.

*Lawn street*, from Mt. Hope street to street No. 1474.

*Brook street*, from Mt. Hope street to street No. 1474.

*Street No. 2059*, from Neponset avenue to Brook street.

*Street No. 1474*, from Brook street to Canterbury street.

*Street No. 1488*, from Walk Hill street to street No. 1406.

*Street No. 1492*, from Walk Hill street to street No. 1406.

*Street No. 1406*, from Paine street to Canterbury street.

*Street No. 1487*, from Paine street to Canterbury street.

*Street No. 2058*, from Canterbury street to street No. 2056.

*Street No. 1409*, from Canterbury street to street No. 2047.

*Street No. 2056*, from Canterbury street to street No. 2047.

*Street No. 1493*, from Neponset avenue to street No. 2048.

*Street No. 2048*, from Neponset avenue to Stony brook.

*Organ-Park street*, from Catherine street to street No. 1486.

*Meyer street*, from street No. 1483 to street No. 1486.

*Grover street*, from Neponset avenue to Catherine street.

*Street No. 1485*, from Grover street to street No. 1486.

*Street No. 1484*, from Grover street to street No. 1482.

*Walf Hill street*, from Harvard street to Mt. Hope Cemetery entrance.

In connection with the sectional and other plans enumerated above, the following work has been done :

Number of titles looked up . . . . .	282
Number of conveyances copied . . . . .	205
Number of plans copied from Suffolk and Norfolk Registries and elsewhere . . . . .	20
Number of deed tracings made . . . . .	7

#### ADDITIONAL HEARINGS.

The following is a list of additional hearings on changes made, or proposed to be made, on filed plans, under authority of chapter 210 of the Acts of the Legislature of 1898 :

##### PLAN 2.

One hearing was held during the year on this plan, March 27, 1903, on territory shown on plan No. 23 (N 39), and was in relation to the restoration of the lines of Audubon road, between Mountfort street and Ivy street to their condition before Board of Survey filing, January 4, 1894.

The changes were made in accordance with the petition, and the plan was filed July 17, 1903.

##### PLAN 13.

On December 5, 1902, a hearing was held on territory shown on Section S 38, which was in relation to the rounding off of corner of South Huntington avenue and Centre street, with curve of greater radius. The changes were made and the plan refiled March 19, 1903.

##### PLAN 14.

Under authority of the above mentioned Act, another hearing was held on May 15, 1903, on territory shown on Sections T 99 and X 2, in relation to a change of grade of Levant street; also in relation to the introduction of a new street (Tebroc street) into the system for development.

The changes were made and plans filed, July 29, 1903.

A hearing was held on July 11, 1902, on territory shown on Section T 84, and was in relation to a proposed extension of Vaughan court to intersect a proposed extension of Devon street, east of Columbia road.

Changes were made and plan refiled March 19, 1903.

## SUMMARY OF WORK DURING THE YEAR.

Sectional plans completed, approved and filed during the year: 35 sections, F 84, F 94, F 95, F 96, F 97, F 98, O 3, O 4, O 5, O 6, O 7, O 15, O 16, O 17, O 25, O 26, X 14, X 27, X 92, Y 45, Y 58, Y 59, Y 62, Y 63, Y 64, Y 69, Y 70, Y 71, Y 72, Y 77, Y 78, Y 84, Y 85, Z 50, Z 91.

Territory covered by above plans . . . 749.69 acres

## Public streets:

Number of streets	. . . . .	49
Length	. . . . . 56,430 ft.	= 10.68 miles
Area	. . . . . 2,785,170 sq. ft.	= 63.93 acres

New streets established, private streets adopted, and public streets proposed to be widened under chapter 323 of the Acts of 1891:

Number of streets	. . . . .	155
Length	. . . . . 107,640 ft.	= 20.47 miles
Area	. . . . . 3,979,330 sq. ft.	= 91.41 acres

## Totals:

Number of streets	. . . . .	188
Length	. . . . . 140,270 ft.	= 19.38 miles
Area	. . . . . 6,293,730 sq. ft.	= 155.34 acres

Percentage of area of above territory absorbed by all streets old and new, 26.53%.

## Plans from actual survey completed:

Number	. . . . .	23
Number of sections comprised	. . . . .	39
Area of sections comprised	. . . . .	839.18 acres
Scale	. . . . .	$2\frac{1}{16}$

## Plans from actual survey in progress:

Number	. . . . .	10
Number of sections comprised	. . . . .	15
Area of sections comprised	. . . . .	338.50 acres
Scale	. . . . .	$2\frac{1}{16}$

## Plans and profiles showing grades completed:

Number of streets	. . . . .	95
Scale	. . . . .	$2\frac{1}{16}$ and $\frac{1}{16}$

In connection with the sectional and other plans enumerated above, completed and in progress, the following work has been done:

Number of titles looked up . . . . .	2,470
Number of conveyances copied . . . . .	1,607
Number of plans copied from Suffolk and Norfolk	
Registries and elsewhere . . . . .	209
Deed reference tracing made . . . . .	36
Number of stone monuments set . . . . .	36

Summary of all surveying work done under chapter 323 of the Acts of 1891, and amendments thereto, to February 1, 1904.

Preliminary plans completed:

Number . . . . .	14
Numbers, 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, and 14	
Area . . . . .	20,621 acres
Sizes, 11 ft. 6 in. by 8 ft. 9 in.; 12 ft. 3 in. by 5 ft.; 14 ft. by 10 ft.; 16 ft. 6 in. by 10 ft.; 10 ft. by 8 ft.; 9 ft. by 5 ft. 11 ft. by 10 ft.; 20 ft. by 10 ft.; 8 ft. 6 in. by 7 ft.; 17 ft. by 10 ft.; 20 ft. by 10 ft.; 18 ft. by 10 ft.; 15 ft. 6 in. by 10 ft., and 16 ft. 6 in. by 10 ft. Scale, 50 ft. to an inch, and $\frac{1}{1000}$ .	

Public streets:

Number of streets . . . . .	811
Length . . . . .	1,167,631 ft. = 221.14 miles

Private streets:

Number of streets . . . . .	1,012
Length . . . . .	501,401 ft. = 94.96 miles

Estates:

Number of estates . . . . .	22,094
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Working plans completed:

Number . . . . .	1
Size . . . . .	16 ft. by 7 ft.
Scale . . . . .	50 ft. to an inch

Plans from actual survey completed:

Number . . . . .	293
Number of sections . . . . .	588
Area of sections comprised . . . . .	1,543.98 acres
Scale . . . . .	$\frac{1}{250}$

## Plans from actual survey completed of territory :

Number . . . . .	6
Number of sections comprised . . . . .	90
Area of sections comprised . . . . .	1,681.01 acres
Scale . . . . .	$\frac{1}{1000}$

## Sectional plans completed, approved and filed :

Number of plans . . . . .	538
Size of each . . . . .	4 ft. by 4 ft.
Scale . . . . .	$\frac{1}{250}$

## Territory covered by plans :

Area . . . . .	10,798.04 acres
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## Public streets :

Number of streets . . . . .	490
Length . . . . .	722,130 ft. = 137.76 miles
Area . . . . .	37,125,612 sq. ft. = 852.23 acres

## New streets established, private streets adopted and public streets proposed to be widened under chapter 323 of the Acts of 1891 :

Number of streets . . . . .	1,604
Length . . . . .	1,522,569 ft. = 288.05 miles
Area . . . . .	62,102,448 sq. ft. = 1,425.71 acres

## Totals :

Number of streets . . . . .	2,008
Length . . . . .	2,016,282 ft. = 374.74 miles
Area . . . . .	98,656,370 sq. ft. = 2,277.95 acres

Percentage of area of above territory absorbed by all streets, old and new, 21.29%.

## Sectional plans completed, ready to file :

Number of plans . . . . .	1
Size . . . . .	4 ft. by 4 ft.
Scale . . . . .	$\frac{1}{250}$

## Territory covered by plan :

Area . . . . .	5.24 acres
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## Public streets :

Number of streets . . . . .	1
Length . . . . .	246 ft. = 0.04 mile
Area . . . . .	39,360 sq. ft. = 0.90 acre

New streets established, private streets adopted, and public streets proposed to be widened under chapter 323 of the Acts of 1891 :

Number of streets	.	.	.	.	.	.	3
Length	.	.	.	.	932 ft.	=	0.18 mile
Area	.	.	.	.	37,008 sq. ft.	=	0.85 acre

Totals :

Number of streets	.	.	.	.	.	.	3
Length	.	.	.	.	1,178 ft.	=	0.22 mile
Area	.	.	.	.	76,368 sq. ft.	=	1.75 acres

Totals of sectional plans filed and ready to file :

Number of plans	.	.	.	.	.	.	539
Size of each	.	.	.	.	.	4 ft. by 4 ft.	
Scale	.	.	.	.	.	.	$\frac{1}{250}$

Territory covered by plans :

Area	.	.	.	.	.	.	10,803.28 acres.
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Public streets :

Number of streets	.	.	.	.	.	.	491
Length	.	.	.	.	722,376 ft.	=	137.80 miles
Area	.	.	.	.	37,164,972 sq. ft.	=	853.13 acres

New streets established, private streets adopted, and public streets proposed to be widened under chapter 323 of the Acts of 1891 :

Number of streets	.	.	.	.	.	.	1,607
Length	.	.	.	.	1,523,501 ft.	=	288.23 miles
Area	.	.	.	.	62,139,456 sq. ft.	=	1,426.56 acres

Totals :

Number of streets	.	.	.	.	.	.	2,011
Length	.	.	.	.	2,017,460 ft.	=	374.96 miles
Area	.	.	.	.	98,732,738 sq. ft.	=	2,279.70 acres

Percentage of area of above territory, exclusive of parks, rivers, etc., absorbed by all streets, old and new, 21.29%.

Streets located and relocated on sectional plans completed, approved, and filed :

Length	.	.	.	.	2,016,282 ft.	=	374.74 miles
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Streets located and relocated on sectional plans completed, ready to file :

Length	.	.	.	.	1,178 ft.	=	0.22 mile
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## Index plans completed:

Number of plans	2
Size	4 ft. by 4 ft.
Scale	$\frac{1}{1000}$ and $\frac{1}{1500}$

## Grade plans of whole territories completed:

Number of plans	2
Number of sections comprised	25
Area of sections comprised	237.75 acres
Scale	$\frac{1}{1000}$

## Grade plans showing sections:

Number of plans	17
Number of sections completed	539
Area of sections completed	10,865 acres
Scale	$\frac{1}{1000}$

## Plans and profiles showing grades completed:

Number of streets	1,667
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Scale  $\frac{1}{250}$  and  $\frac{1}{50}$ , and 40 feet to an inch, and 5 feet to an inch.

## Revised grade plan showing sections:

Number of plans	2
Number of sections completed	15
Area of sections completed	226.84 acres
Scale	$\frac{1}{1000}$

## Plans showing contours at every 5 feet, completed:

Number of plans	6
Number of sections comprised	64
Area of sections comprised	1,201.87 acres
Scale	40 ft. to an inch and $\frac{1}{1000}$

## Plans showing contours at every foot, completed:

Number of plans	8
Number of sections comprised	38
Area of sections comprised	769.21 acres
Scale	$\frac{1}{250}$

## Plans showing contours at every foot, completed:

Number of plans	1
Number of sections comprised	1
Area of sections comprised	22.96 acres
Scale	20 ft. to an inch

## Plans showing contours at every foot, completed :

Number of plans . . . . .	36
Number of sections comprised . . . . .	213
Area of sections comprised . . . . .	3,697.08 acres
Scale . . . . .	40 ft. to an inch

## Plans showing contours at every 2 feet, completed :

Number of plans . . . . .	1
Number of sections comprised . . . . .	3
Area of sections comprised . . . . .	68.87 acres
Scale . . . . .	40 ft. to an inch

## Plan showing system of triangulation, with bearings and distance :

Number of plans . . . . .	1
Scale . . . . .	$\frac{1}{10000}$

## Plans showing cuts to and from triangulation points, completed :

Number of plans . . . . .	78
Scale . . . . .	natural scale

## Plans showing cuts to and from triangulation points, in progress :

Number of plans . . . . .	36
Scale . . . . .	natural scale

## Conveyances copied and titles looked up :

Number . . . . .	39,787
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## Plans copied from Suffolk and Norfolk Registries and elsewhere.

Number . . . . .	4,331
Deed reference tracings made . . . . .	235

## Stone monuments set in districts covered by Plans 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, and 13 for use in determination of position and location of street lines :

Number of monuments . . . . .	389
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Miscellaneous work includes tracings, estimates of areas by calculations, planimeter, etc., sketches and studies of different plats, etc.



## LIST OF PLANS.

## SURVEYING DIVISION IN STREET LAYING-OUT DEPARTMENT, JANUARY 31, 1904.

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" Frame " 27....	" " 4 Back Bay.....	1
" Wall " 26....	" " 5 Central Dorchester.....	1
" " " 23....	" " 6 Lower Mills and Mattapan...	1
" " " 27....	" " 7 South Bay.....	1
" Frame " 25....	" " 8 Brighton.....	1
" Wall " 27....	" " 9 Part of Roxbury.....	1
" Frame " 27....	" " 10 Part of West Roxbury.....	1
" " " 25....	" " 11 " " " ".....	1
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Respectfully submitted,

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*Street Commissioners.*

L.A.

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